

# CANADIAN INLAND COMMERCE.

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## REPORT

ON

WATER COMMUNICATION AND COMMERCE BETWEEN THE  
OLDER PROVINCES OF THE DOMINION AND MANITOBA  
AND THE NORTH-WEST.

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F. W. HENSHAW, ESQ., *President* ;

AND

THE COUNCIL of the *Montreal Board of Trade* :—

GENTLEMEN,

By referring to the Report which I made to you on the "*Necessity for Reducing the Canal Tolls*," you will find the following remark on page 7 :—

"A future opportunity may occur for answering a most important question—What will be the effect of Canal Tolls—especially those on the Welland—upon the carrying trade of the near future, between the older Provinces of Canada and those of the North-West via Lake Superior? The Secretary has also at hand the statements of a season's trade by the Sault Ste. Marie Canal, from which it may be fairly inferred that these Canadian Canal Tolls will operate very adversely to the interests of the Merchants and Common Carriers of the Dominion."

That was written under date 29th March, 1881, and the Canal Tolls were considerably modified by an Order-in-Council, of 21st April following. It was considered desirable, therefore, to ascertain, if possible, what might be the effect of the modifications upon Canal traffic, at least approximately, in 1881, as contrasted with 1880 ; but, when it is remembered that the condition of the trade in Breadstuffs was exceptional in 1881, there will be no difficulty in concluding that a comparison of its figures with those of 1880, in which the Grain trade of Montreal was the largest on record, would not be a very fair one.

On looking a little more closely into the subject, it becomes evident that the Canal Tolls are not the sole difficulties which are encountered by Forwarders

and Transportation Companies in connection with Canadian Inland Commerce. It is my purpose, therefore, to bring under your notice some important particulars relating to the existing traffic between ports on Lake Superior and the Lower Lakes,—to the increase of the trade that may almost immediately be looked for,—and to the improvements in navigation that must inevitably be made to secure much of it for the future.

### NATURE AND EXTENT OF THE TRAFFIC.

Detailed statements showing the traffic passing through the Sault Ste. Marie Canal during 1879 and 1880 are given in pp. 11 to 15. It will be quite enough to submit here a few items of the upward and downward business in each of four years,—1873, 1874, and 1879, 1880,—showing an annual aggregate amounting to many millions of dollars:—

#### SOME ITEMS OF UPWARD TRAFFIC.

	1873.	1874.	1879.	1880.
Flour, brls.....	26,795	29,060	15,262	17,191
Coal, tons.....	96,780	84,326	110,704	170,501
Coarse Grains, bush.....	309,645	29,809	291,505	312,716
Ground Feed, tons.....	5,314	3,172	2,630	1,430
Kerosene Oil, brls.....	5,738	6,078	8,200	14,752

#### SOME ITEMS OF DOWNWARD TRAFFIC.

	1873.	1874.	1879.	1880.
Copper, Mass, tons.....	2,816	3,954	1,440	1,795
Copper, Ingot, tons.....	2,104	13,345	16,148	11,839
Stamp work, tons.....	4,007	8,245	4,721	1,959
Iron Ore, tons.....	504,121	505,384	540,075	670,973
Pig Iron, tons.....	39,849	41,905	6,666	6,004
Silver Ore, tons.....	580	601	324	66
Fish, half brls.....	9,228	43,630	12,071	13,508
Fish, fresh, cars.....			148	124
Wheat, bush.....	2,119,997	1,470,955	2,603,666	2,105,922
Flour, brls.....	145,897	259,347	498,943	506,459
Feed, tons.....	214	970	1,238	886

The statements above-referred-to consist of four tables, showing all the kinds and quantities of merchandise passing through the Canal either way.

Table I. shows the amount of the traffic between Chicago and ports in Lake Superior; while Table II. indicates the variety and quantities of the merchandise going and coming between Lake Superior and Lower Lake ports,—all, as far as can be ascertained, in U. S. craft. The arrangements contemplated by the U. S. Government (hereafter referred to) for the improvement of a channel for the exclusive use of American vessels, show how great a value is set upon the future commerce of the North-West, and a firm determination to keep control of it, at all hazards.

Table III. gives a similar view of the up and down traffic in Canadian vessels. There was a general increase in the volume of merchandise in the season of 1880; although, with one or two exceptions, the percentage was not large.

Table IV. shows the aggregate trade of the United States and Canada, and there appear to have been large increases in the movement of most staples passing upward. The downward movement shows decreased shipments from the copper mines, but increases of iron ore. There was a decrease of half a million bushels of Wheat in 1880, but an increase in Flour, and very large increases in Corn and Lumber.

The dues formerly levied upon craft passing through the Sault Ste. Marie Canal were 2½c. per ton register, whether the vessels passing up or down were light or loaded, and without distinction of nationality. *These dues are now abolished.*

#### CRAFT IN LAKE SUPERIOR TRADE.—CANADIAN ROUTES.

The trade carried on between Lake Superior and the other lakes (including Georgian Bay) gave employment, during the season of navigation in 1879, to vessels of all kinds, aggregating 117,156 tons register,—the capacity in 1880 being 124,948 tons register. I have at hand a list of names of all these vessels, showing the number of trips made up and down in each of these years; but this Report need not be encumbered with such details. The following summary will convey all the information needed for my present purpose:—

PLYING BETWEEN CHICAGO AND LAKE SUPERIOR.		1879.	1880.
Number of Passenger and Mail Steamers.....	5	5	
Total registered tonnage.....	4,453	4,453	
Number of up and down passages through Canal.....	110	100	

PLYING BETWEEN LOWER LAKES AND LAKE SUPERIOR.			
Number of Passenger and Mail Steamers.....	10	12	
Total registered tonnage.....	9,548	12,864	
Number of up and down passages through Canal.....	246	286	
Number of Steam Barges.....	32	38	
Total registered tonnage.....	28,206	31,590	
Number of up and down passages through Canal.....	504	495	
Number of Steam Vessels with Consorts.....	151	163	
Total registered tonnage.....	63,348	65,721	
Number of up and down passages through Canal.....	1,323	1,677	

#### CANADIAN VESSELS.

Number of Steamers for Freight and Passengers.....	11	11	
Total registered tonnage.....	6,845	6,886	
Number of up and down passages through Canal.....	228	244	
Number of Steam Vessels with Barges.....	16	13	
Total registered tonnage.....	4,750	3,482	
Number of up and down passages through Canal.....	80	41	

With regard to Canadian channels for the future Lake Superior trade, during open navigation each year, the following five routes show comparative distances from Montreal, and indicate that the all-water route via the Welland Canal is 338 miles longer than the rail and water route via Midland City:—

FROM MONTREAL TO FORT WILLIAM:—

1. By River St. Lawrence, Welland Canal, and Lakes Erie, Huron and Superior.... 1,263 miles
2. By Railway to Goderich,—thence by Lakes Huron and Superior..... 1,006
3. By Railway to Owen Sound,—thence by Georgian Bay and Lake Superior..... 980
4. By Railway to Collingwood,—thence by Georgian Bay and Lake Superior..... 971
5. By Railway to Midland City,—thence by Georgian Bay and Lake Superior..... 925

The difference between the all-water route and the rail-and-water lines (about three days) may probably not prevent the former being selected for the transportation of the heavier kinds of merchandise, that will not bear the cost of extra handling. On the whole, however, quick delivery by the shorter routes would more than counterbalance any small difference in through rates of freight by the St. Lawrence and Welland,—handicapped as the great Water Highway would be by Canal Tolls.

### THE STE. MARIE RIVER AND CANALS.

The River Ste. Marie, from its commencement at the outlet of Lake Superior to where it enters Lake Huron, is 60 miles long, mid-channel forming the boundary-line between the United States and Canada. Navigation is completely obstructed by the Ste. Marie Rapids; but that barrier is now overcome by two parallel canals on the United States side. The dimensions of two locks on the older one are:—length, 350 feet by 70 feet; the ordinary depth of water on the mitre-sills being 12 feet, the lift of the two being  $17\frac{1}{2}$  feet. The dimensions of the lock on the new canal, which has only recently been completed, are,—length, 515 feet; width, 80 feet in chamber, and 60 feet at gates; depth of water on mitre-sill at ordinary stage, 16 feet,—there being but one lock with a lift of  $17\frac{1}{2}$  feet.

The lock-gates of the new canal are opened and closed by hydraulic power, and the machinery employed for that purpose is said to “work like a charm.” The lock-gates of the old canal continue to be opened and shut by a hand-windlass. A great improvement has, however, been recently made. The guard gates of the old canal are removed, and a new and greatly improved one substituted. This gate moves on a pivot and is worked on a round table; it is situated on the south bank of the canal, and in case of accident to any of the locks, can be easily turned, for it is balanced with brick-work built into a frame of iron on that part which is to remain on the shore. The gate swings across the canal, fitting into places made for it on the opposite bank, and, dropping to

the bottom, is received into a place also made for it, and so shuts off the water that supplies the canal.

The navigable channel of the Ste. Marie River is sometimes on the Canadian side of the boundary-line, sometimes on that of the United States. The Government of the latter country has had a survey made of waters within its own jurisdiction—notably in Hay and Mud Lakes—for the purpose of obtaining an independent and shorter passage, with an average ordinary depth of 16 feet, thus keeping for its own commerce the increased facilities afforded by the new canal. The improvement to accomplish this may be completed by the end of 1882.

The advantages that will thus be secured to vessel-owners of the United States, will be immensely increased, admitting of an addition of 33 per cent. to the carrying capacity of their steamers.

Of course, so far as the channel is common to both countries, improvements made by either Government inure to the advantage of each. But the channels used by the craft of both diverge below the Neebish Rapids, at the head of St. Joseph's Island,—the Canadian route being on the north side as far as Bruce Mines, where it divides, one branch taking a southward course to Lake Huron, for Sarnia, and the other taking the route to Collingwood, in Georgian Bay, by what is called the North Channel. The Canadian route from the Neebish Rapids to Little Current, a distance of 120 miles from the Canals, is supposed to have sometimes a maximum depth of 12 feet; but the experience of all captains on the route does not bear out this view, there being dangerous rocks forming narrow channels between the head of St. Joseph's Island and Bruce Mines.

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#### NEEDED IMPROVEMENTS IN CANADIAN WATERS.

Official particulars have not been available; but the best information obtained from private sources, shows that operations for improving the channel on the Canada side of the Neebish Rapids were commenced in 1878; and during the summer months of that year, as well as during the seasons of 1879 and 1880,—the work consisting of the removal of boulders and blasting the bed-rock. These efforts were very necessary, and have been advantageous to navigation. They should be further prosecuted, however, for it appears that, notwithstanding what has been done, steamboats can only pass that and other points in daylight;—more deepening and widening must be effected, to make the Canal improvements available.

The Canadian Channel, between St. Joseph's Island and the north shore, from the Neebish Rapids to the Bruce Mines (a distance of about 20 miles), needs improvement at several places, where there are dangerous rocks that form



very contracted channels through which all Canadian craft in the Lake Superior trade, from Lake Huron and Georgian Bay, have to pass.

In 1881 there was excellent work accomplished at Little Current, some 35 miles eastward from the entrance to the North Channel, and directly in the course of steamers to and from Georgian Bay.

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### INDEPENDENT COMMUNICATION WITH THE CANADIAN NORTH-WEST.

There are two very important considerations arising out of the prospective trade between the North-West and the older Provinces of the Dominion, which seem to call for immediate attention on the part of the Government. One of these is that the channel between the ports in the Georgian Bay and Canadian ports in Lake Superior should be so improved and deepened as to enable the vessel-owners of the Dominion to secure all the advantages which will arise from the new canal that has recently been completed, by the use of propellers of greater draft of water. It must not be overlooked, however, that to use the United States Canals at the Sault, as a part of the highway for Canadian commerce, is simply putting it in the power of a foreign government to throttle the trade,—whenever it may appear to answer its purpose,—as was done at the time of the Riel troubles, ten or twelve years ago, when the passage of merchant vessels westward was prevented.

The important alternative proposition is that the Government at Ottawa should, without delay, build a canal of sufficient capacity on the Canada side of the Ste. Marie River, for the following considerations :

1. There was a short canal on the north side of the river in use more than eighty years ago. It is mentioned in Mr. Harman's Diary of Journeyings in the North-West, under date May 30, 1800. Referring to the North-West Company's establishment at Sault Ste. Marie, he says :— "Here the Company have built locks in order to take up loaded canoes, that they may not be under the necessity of carrying them by land to the head of the rapid, for the current is too strong to be stemmed by any craft."

2. A site for a canal at the Sault was surveyed in 1852 by the Department of Public Works, that is, before the old canal on the United States side of the river was commenced. It was reported that there were no engineering difficulties; and that every condition existed in favor of the construction, at a moderate expense, of a first-class canal. Some of the trial pits are still visible along the line that was selected. There are good bays at the upper and lower entrances.

This is of immense importance, as affording perfect safety for vessels entering, especially from above.

3. In 1871, the Canal Commission recommended the making of such a canal,—about half-a-mile in length—the distance between the deep water bays at the upper and lower entrances being little over a mile, and at a cost of \$550,000. This estimate included entrance piers and excavations to deep water, superintendents' and lock-tenders' houses, the lock to be 270 feet long, 45 feet wide, and 12 feet on mitre-sills.

4. A canal, with a lock chamber 300 ft. x 60 ft. x 14 ft. would perhaps be quite adequate to the requirements of increasing traffic, and that would involve some increase in estimated cost. A survey of the route usually followed by the steamers from ports in Georgian Bay to Lake Superior would probably show that the cost of a 14 foot channel would not involve a greater outlay than would be more than counterbalanced by the accruing commercial advantages.

5. The construction of such a canal would effectually prevent foreign interference with commerce between the Canadian North-West and the Provinces to the eastward.

6. On this question, the Rev. Principal Grant has said: "The report of a North Western Navigation Company, in 1858, gives the length of a ship canal around the Ste. Marie rapids, on the Canadian side, as only 838 yards, while on the opposite side, the length is a mile and one-seventh. In the interest of peace and commerce, and because it would be a convenience to trade now, and may be ere long an absolute national necessity, let us have our own roadway across that short half-mile. Canada can already boast of the finest ship-canal system in the world; this trifling addition would be the crowning work, and complete her inland water communication from the ocean westerly, across thirty degrees of longitude to the far end of Lake Superior."

7. It may be taken as a fair indication of the views of commercial men in Canada, that, at the annual meeting of the Dominion Board of Trade, held at Ottawa, in February, 1874,—at which twenty-seven Boards and Chambers were represented,—the following resolution was adopted:—"That in the opinion of this Board it is of vital importance to the interests of the Dominion that a canal should be built at Sault Ste. Marie, and that the Government be urged to proceed with the work so soon as means at its disposal admit of it."

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## CONCLUSION.—RECOMMENDATION.

It would be easy to elaborate an argument in favor of the immediate removal of every obstacle from what will, evidently for years to come, be a great Summer-channel of commerce,—the Ste. Marie River ; but the merchants and businessmen of Canada are quite able to appreciate the statements submitted for their consideration without special pleading. It is not likely that, when the facts are considered, they will allow the water-way that leads up to Lake Superior to be impeded by physical obstructions, or their internal commerce imperilled by risk of foreign interposition ; I have, therefore, pleasure in submitting this Report, which is almost entirely a *resumé* of particulars bearing upon the question.

Permit me, in conclusion, most respectfully to suggest that you bring this subject before the Dominion Government, by memorial or otherwise ; and that it be brought also to the notice of the different Boards of Trade.

I am, GENTLEMEN,

Your Obedient Servant,

WM. J. PATTERSON,

MONTREAL, 1st *March*, 1882.

*Secretary.*



# APPENDIX.

## STATEMENT I.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on boats running between Lake Superior and the lower Lakes during the seasons of navigation 1879 and 1880.

### UPWARD FREIGHT.

	1879.	1880.		1879.	1880.
Acid.....carboys	262	71	Liquors.....bbls	967	1,130
Apples.....bbls	10,245	31,431	Limestone.....tons	8,838	10,540
Bacon.....lbs	.....	49,990	Lumber.....	360,000	25,000
Butter.....lbs	92,424	227,606	Mowers and Reapers.....	87	23
Barrel hoops.....bbls	3,501	2,000	Malt.....lbs	234,197	695,640
Barrel heads.....bbls	330	30	Machinery.....tons	528	2,702
Beef.....bbls	340	1,295	Moulding Sand.....tons	500	710
Boilers.....	28	45	Nails.....kegs	47,532	51,299
Beer.....kegs	330	971	Oak Lumber.....	.....	89
Bar Iron.....tons	2,692	2,363	Pig Iron.....tons	368	790
Brick.....m	945	2,937	Pork.....bbls	368	545
Carriages.....	.....	2	Powder.....tons	172	345
Cattle.....	54	161	Potatoes.....bush	3,636	11,733
Canned Goods.....cans	5,200	cases 800	Railroad Iron.....tons	21,044	19,589
Crockery.....crates	15	.....	Railroad Spikes.....kegs	5,833	12,583
Coal.....bbls	7,342	13,271	Railroad Splices.....bbls	.....	665
Coal Oil.....tons	110,112	169,460	Sewing Machines.....	.....	94
Candles.....lbs	61,548	153,211	Slate.....tons	.....	96
Cheese.....lbs	5,849	36,872	Sheep.....	.....	28
Coffee.....bags	7,635	4,740	Salpetre.....lbs	.....	5,600
Coarse Grain.....bush	5,030	69,500	Sumach.....lbs	.....	6,000
Cement.....bbls	11,735	17,093	Steam Pump.....	.....	1
Cordage.....coils	.....	235	Salt.....bbls	88,368	72,076
Cider.....bbls	20	.....	Sugar.....bbls	23,107	8,453
Coke.....tons	200	1,657	Soap.....boxes	11,291	6,009
Dried Fruits.....lbs	120,889	27,740	Soda.....lbs	13,822	45,290
Engines.....	21	37	Syrup.....bbls	3,378	1,187
Eggs.....bbls	153	524	Staves.....	1,104,000	292,000
Fish.....kegs	8,923	6,507	Shingles.....m	388,000	.....
Flour.....bbls	1,432	2,563	Tea..... chests	6,694	4,194
Furniture.....pieces	2,519	4,944	Tobacco.....lbs	213,539	65,437
Fire Brick.....m	145	683	Tallow.....lbs	1,050	.....
Fire Clay.....tons	564	284	Threshing Machines.....	.....	6
Ground Feed.....tons	1,055	421	Vinegar.....bbls	702	336
Horses and Mules.....	71	245	Vegetables.....bush	6,590	5,102
Hogs.....	31	19	Window Glass.....boxes	2,343	1,138
Hay.....tons	530	761	Wagons.....	271	219
Household Goods.....pkgs	.....	168	Wheelbarrows.....	.....	591
Lime.....bbls	3,292	16,934	Merchandise not other- wise enumerated.....tons	38,506	17,632
Leather.....rolls	178	.....	Passengers.....	12,659	6,899
Lard Oil.....bbls	1,798	3,106			
Lard.....lbs	3,959	79,220			

## DOWNWARD FREIGHT.

	1877.	1880.		1879.	1880.
Butter.....lbs	2,600	250	Linseed Oil.....bbls	40	.....
Bones.....tons	84	5	Lumber.....bbls	20,382,000	33,594,000
Coal Oil.....bbls	421	.....	Oats.....bush	20,000	.....
Carboys.....	561	.....	Oilcake.....bush	.....	227
Carriages.....	.....	2	Potatoes.....bush	1,961	80
Corn.....bush	374,876	1,287,530	Powder.....tons	49	.....
Copper, Ingot.....tons	15,719	11,400	Potash.....tons	114	107
Copper, Mass.....tons	1,435	1,792	Pig Iron.....tons	4,597	4,804
Copper Stamp Wrk.....tons	4,630	1,792	Quartz.....tons	492	2,132
Flour.....bbls	246,623	393,829	Rags.....tons	28	18
Flour.....sacks	117,340	.....	Rags.....bales	131	.....
Fertilizer.....sacks	300	.....	Railroad Ties.....	.....	7,000
Feed.....tons	170	25	Silver Ore.....tons	47	94
Flax Seed.....bush	19,870	3,255	Scrap Iron.....tons	548	882
Furs and Pelts.....bales	25	592	Shingles.....	120,000	128,000
Fresh Fish.....cars	147	106	Square Timber....c. feet	64,000	18,000
Fish.....half bbls	4,261	5,102	Tallow.....lbs	417,798	70,451
Grain Separators.....	.....	6	Tallow Oil.....bbls	.....	276
Horses and Mules.....	4	7	Telegraph Poles.....	280	150
Hides.....bales	491	1,356	Wheat.....bush	2,223,462	1,792,020
Hides.....	1,049	.....	Wool.....lbs	.....	278,456
Household Goods.....pieces	484	516	Merchandise not other-	.....	.....
Iron Ore.....tons	539,542	666,643	wise enumerated.....tons	376	662
Kaolite.....tons	138	280	Passengers.....	1,719	3,361

## STATEMENT II.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on boats running between Chicago and Lake Superior Ports during the seasons of navigation 1879 and 1880.

## UPWARD FREIGHT.

	1879.	1880.		1879.	1880.
Apples.....bbls	2,846	2,324	Lime.....bbls	1,735	1,280
Butter.....lbs	129,970	223,080	Lard Oil.....bbls	177	139
Bacon.....lbs	208,679	171,935	Lard.....lbs	93,516	146,770
Beef.....bbls	2,256	1,864	Liquors.....bbls	1,290	2,013
Boilers.....	7	9	Lumber.....feet	.....	325,000
Beer.....kegs	2,854	3,411	Malt.....lbs	481,343	484,100
Beer.....cases	3,860	750	Mowers and Reapers.....	9	19
Bar Iron.....tons	102	123	Machinery.....tons	18	164
Brick.....m	158	57	Nails.....kegs	2,340	1,447
Cattle.....	645	397	Pork.....bbls	3,647	4,507
Coal Oil.....bbls	7	25	Potatoes.....bush	5,462	7,315
Coal.....tons	262	121	Railroad Iron.....tons	78	1,138
Candles.....boxes	3,609	41,470	Railroad Spikes.....kegs	92	214
Cheese.....lbs	17,559	72,475	Salt.....bbls	187	576
Coffee.....bags	1,150	1,137	Sugar.....bbls	2,802	3,454
Coarse Grain.....bush	247,425	220,966	Sheep.....	1,331	1,062
Cement.....bbls	1,518	489	Soap.....boxes	5,804	5,712
Dried Fruits.....lbs	12,110	17,740	Soda.....lbs	.....	4,050
Eggs.....bbls	1,284	596	Syrup.....bbls	504	592
Engines.....	2	.....	Tea.....chests	1,033	1,018
Flah.....kegs	1,738	4,475	Tobacco.....lbs	55,975	113,010
Fire Clay.....tons	.....	11	Vinegar.....bbls	450	616
Flour.....bbls	8,049	8,270	Vegetables.....bush	5,704	5,563
Furniture.....pieces	7,603	24,448	Window Glass.....boxes	969	2,044
Fire-Brick.....m	6	36	Wagons.....	35	207
Ground Feed.....tons	1,475	963	Merchandise not otherwise	.....	.....
Horses and Mules.....	210	253	enumerated.....tons	10,374	9,067
Hogs.....	560	51	Passengers.....	1,384	1,526
Hay.....tons	1,366	731			

## DOWNWARD FREIGHT.

	1879.	1880.		1879.	1880.
Butter.....lbs	5,140	6,280	Iron Ore.....tons	533	4,330
Bones.....tons	108	.....	Kaolite.....tons	9	5
Brown Stone.....tons	2,226	2,283	Lumber.....	11,161,000	10,050,000
Beer.....kegs	500	.....	Lath.....	1,018,000	1,079,000
Beer.....cases	2,257	.....	Pickets.....	68,000	.....
Copper, Ingot.....tons	429	438½	Pig Iron.....tons	2,069	1,200
Copper Stamp Works.....tons	90½	166	Quartz.....tons	1,351	498
Copper, Mass.....tons	.....	2½	Railroad Ties.....	5,960	.....
Corn.....bush	.....	709	Rags.....tons	98	103
Flour.....bbls	581	315	Shingles.....	6,076,000	4,841,000
Feed.....tons	32	29	Scrap Iron.....tons	514	913
Furs, Pelts.....bales	5,963	4,833	Tallow.....lbs	45,617	35,160
Fresh Fish.....cars	1	4	Wool.....lbs	2,640	.....
Fish.....half-bbls	5,365	4,356	Wheat.....bush	75	300
Horses and Mules.....	12	3	Merchandise not other-	.....	.....
Hides.....	9,581	7,694	wise enumerated..tons	129	238
Household Goods...pkgs	1,026	252	Passengers.....	1,067	1,353

## STATEMENT III.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on Canadian boats during the seasons of navigation 1879 and 1880.

## UPWARD FREIGHT.

	1879.	1880.		1879.	1880.
Apples.....bbls	1,633	2,616	Lath.....	450,000	60,000
Butter.....lbs	244,590	231,118	Lard Oil.....bbls	3	157
Bacon.....lbs	173,500	522,928	Lard.....lbs	17,500	30,130
Beef.....lbs	569	bbls 1,574	Liquors.....bbls	871	1,090
Boilers.....	7	1	Locomotives.....	.....	1
Beer.....kegs	301	820	Malt.....lbs	53,960	76,215
Bar Iron.....tons	477	394	Mowers and Reapers...	147	36
Brick.....m	.....	7	Machinery.....tons	513	291
Cattle.....	1,291	1,462	Nails.....kegs	8,740	8,473
Chloride of Lime...hhds	.....	30	Nitro-Glycerine....cans	.....	500
Coal.....tons	330	1,920	Pork.....bbls	667	505
Coal Oil.....	851	1,456	Powder.....tons	10	218
Candles.....lbs	14,260	12,400	Potatoes.....bush	750	4,980
Cheese.....lbs	30,730	32,000	Pig Iron.....tons	24	.....
Cement.....bbls	10	320	Railroad Iron.....tons	6,675	14,536
Coffee.....bags	190	1,359	Railroad Spikes.....kegs	2,737	930
Coarse Grain.....bush	39,050	22,250	Railroad Cars.....	.....	15
Dried Fruit.....lbs	4,600	30,870	Salt.....bbls	3,690	5,264
Dynamite.....cans	.....	116	Sugar.....bbls	5,731	7,728
Dualine.....cans	.....	400	Sheep.....	833	622
Engines.....	11	1	Soap.....boxes	2,885	3,470
Eggs.....bbls	255	543	Soda.....lbs	10,700	4,500
Fish.....kegs	993	3,253	Steam Shovel.....	.....	1
Fish.....cars	.....	7	Syrup.....bbls	.....	317
Flour.....bbls	5,781	6,358	Shingles.....	388,000	420,000
Furniture.....pieces	2,633	5,176	Tea.....chest	2,793	4,197
Flat Cars.....	32	.....	Tobacco.....lbs	26,924	111,100
Ground Feed.....tons	100	46	Vinegar.....bbls	171	337
Horses and Mules.....	638	654	Vegetables.....bush	131	572
Hogs.....	265	331	Window Glass....boxes	597	2,962
Hay.....tons	834	852	Wagons.....	210	142
Lime.....bbls	20	144	Other Merchandise..tons	10,725	14,258
Lumber.....feet	2,676,000	710,000	Passengers.....	7,445	9,680

## DOWNWARD FREIGHT.

	1879	1880		1879	1880
Butter.....lbs	8,000	.....	Lumber.....	1,020,000	895,000
Buffalo Robes.....bales	297	.....	Oil Cake.....tons	60	.....
Copper, Mass.....tons	4	.....	Potatoes.....bush	.....	15
Corn.....bush	265,155	946,560	Rags.....tons	.....	20
Flour.....bbls	125,636	112,315	Square Timber Pine c.	.....	.....
Flour.....sacks	8,763	.....	.....feet	510,000	167,000
Furs and Pelts.....bales	2,514	2,065	Silver Ore.....tons	276½	56
Fish (fresh).....half bbls	2,455	4,050	Scrap Iron.....tons	30	.....
Fish.....cars	.....	14	Tallow.....lbs	2,200	81,140
Flax Seed.....bush	2,582	3,375	Wheat.....bush	380,129	313,602
Feed.....tons	1,036	832	Wool.....lbs	42,076	.....
Hides.....	3,302	420	Other Merchandise.....	80	30
Horses.....	1	.....	Passengers.....	3,544	2,379
Household Goods...pkgs	52	29			

## STATEMENT IV.

Showing the aggregate Trade passing through the Sault Ste. Marie Canal during seasons of navigation 1879 and 1880.

## UPWARD FREIGHT.

	1879.	1880.		1879.	1880.
Acid.....carboys	262	71	Lumber.....feet	3,036,000	1,060,000
Apples.....bbls	14,724	36,371	Lath.....feet	450,000	60,000
Butter.....lbs	466,984	781,804	Lard Oil.....bbls	1,978	3,402
Barrel Hoops.....bbls	5,500	2,900	Lard.....lbs	114,975	256,120
Barrel Heads.....bbls	330	30	Liquors.....bbls	3,128	4,223
Bacon.....lbs	382,179	744,853	Limestone.....tons	8,838	10,540
Beef.....bbls	3,165	4,733	Malt.....tons	771,500	1,265,935
Boilers.....	42	55	Mowers and Reapers.....	243	78
Beer.....kegs	5,485	5,202	Machinery.....tons	1,050	3,157
Beer.....cases	3,860	750	Moulding Sand.....tons	500	710
Bar Iron.....tons	3,271	2,880	Nails.....kegs	53,412	61,180
Brick.....m	.....	3,001	Nitro-Glycerine.....cans	.....	500
Carriages.....	.....	2	Oak Lumber.....feet	.....	59,000
Cattle.....	1,990	2,020	Pork.....bbls	4,682	5,537
Canned Goods.....cases	5,200	890	Powder.....tons	182	563
Chloride of Lime.....hhds	.....	30	Potatoes.....bush	9,848	24,048
Coal Oil.....bbls	8,200	14,752	Pig Iron.....tons	392	799
Coal.....tons	110,704	170,501	Railroad Cars.....	.....	15
Cordage.....coils	.....	235	Railroad Iron.....tons	27,797	35,322
Crockery.....crates	15	.....	Railroad Spikes.....kegs	8,662	13,727
Cider.....bbls	20	.....	Railroad Splices.....bbls	.....	655
Candles.....lbs	79,417	207,081	Salt.....bbls	92,245	77,416
Cheese.....lbs	54,138	141,347	Sewing Machines.....	.....	94
Coffee.....bags	8,955	7,236	Sugar.....bbls	31,640	19,635
Coarse Grain.....bush	291,505	312,716	Sheep.....tons	2,256	1,712
Cement.....bbls	13,323	17,902	Slate.....tons	.....	96
Coke.....tons	200	1,857	Soap.....boxes	19,980	15,191
Dried Fruits.....lbs	137,339	76,350	Soda.....lbs	3,182	53,830
Dynamite.....cans	.....	116	Saltpetre.....lbs	.....	5,600
Dualine.....cans	.....	400	Sumach.....lbs	.....	6,000
Engines.....	33	40	Steam Pump.....	.....	1
Eggs.....bbls	1,692	1,663	Syrup.....bbls	2,662	2,094
Fish.....kegs	11,654	14,235	Shingles.....	388,000	420,000
Fish.....cars	.....	7	Staves.....m	11,040	252,000
Flour.....bbls	15,262	17,191	Steam Shovel.....	.....	1
Furniture.....pieces	12,755	34,468	Tea.....chests	2,856	9,709
Fire Brick.....m	151	719	Threshing Machines.....	.....	6
Fire Clay.....tons	564	295	Tobacco.....lbs	120,645	288,537
Flat Cars.....	32	.....	Tallow.....lbs	1,050	.....
Ground Feed.....tons	2,630	1,430	Vinegar.....bbls	81	1,288
Household Goods.....pkgs	.....	168	Vegetables.....bush	695	11,237
Horses and Mules.....	919	1,152	Window Glass.....boxes	377	6,139
Hogs.....	856	401	Wagons.....	26	568
Hay.....tons	3,284	2,374	Wheelbarrows.....	.....	501
Lime.....bbls	5,070	18,358	Other Merchandise.....tons	17,406	41,547
Leather.....rolls	178	.....	Passengers.....	21,488	17,765
Locomotive.....	.....	1			